

traffic rules for operating aircraft in those traffic patterns and traffic areas and in the vicinity of airports described in this part.

(b) Unless otherwise authorized by ATC, each person operating an aircraft shall do so in accordance with the special air traffic rules in this part in addition to other applicable rules in part 91 of this chapter.

[Doc. No. 1580, 28 FR 6715, June 29, 1963, as amended by Amdt. 93–10, 33 FR 4096, Mar. 2, 1968; Amdt. 93–15, 34 FR 2603, Feb. 26, 1969; Amdt. 93–33, 41 FR 14879, Apr. 8, 1976; Amdt. 93–64, 56 FR 65662, Dec. 17, 1991]

Subparts B–C [Reserved]

Subpart D—Anchorage, Alaska, Terminal Area

SOURCE: Docket No. 1580, 28 FR 6715, June 29, 1963, unless otherwise noted.

§ 93.51 Applicability.

This subpart prescribes the Anchorage, Alaska, Airport traffic area and special traffic patterns for that airport and other airports in the vicinity of Anchorage. It prescribes special air traffic rules for that area and those patterns. In addition, it prescribes rules governing the operation of aircraft in the vicinity of the airports described herein.

§ 93.53 Description of area.

The Anchorage Airport traffic area is designated as that airspace extending upward from the surface to, but not including, 3,000 feet MSL. It is bounded by a line beginning at Point MacKenzie extending westerly along the bank of Knik Arm to a point intersecting an arc of five-statute-mile radius circle centered on the geographical center of Anchorage International Airport; thence counterclockwise along that arc to its intersection with the new Seward Highway; thence northerly along the new Seward Highway to its intersection with Tudor Road; thence easterly along Tudor Road to its intersection with Muldoon Road; thence northerly along Muldoon Road to a point one-half statute mile south of Glenn Highway; thence northeasterly along a line one-half statute mile east of and parallel to

Glenn Highway to its intersection with a line one-half statute mile east of and parallel to Bryant Airport runway 16/34; thence northeastward along this line to its intersection with a point which is lat. 61°17'15" N., long. 149°37'10" W.; thence west to lat. 61°17'15" N., long. 149°42'25" W.; thence northwest to lat. 61°19'12" N., long. 149°46'36" W.; thence via an arc of a five-statute-mile radius circle centered on the geographical center of Elmendorf Air Force Base; thence counterclockwise along this arc to its intersection with the west bank of Knik Arm; thence southerly along the west bank of Knik Arm to the point of beginning. However, it does not include the following:

(a) That airspace at and below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the northeast boundary of the airport traffic area extending westerly along Farrell Road to the east end of Sixmile Lake; thence along a line bearing on the middle of Lake Lorraine to the boundary of the airport traffic area.

(b) That airspace at and below 600 feet MSL, south of a line beginning at the intersection of the new Seward Highway and Dimond Boulevard extending westerly along Dimond Boulevard to Sand Lake Road thence due west to the boundary of the airport traffic area.

(c) [Reserved]

(d) That airspace described as the "Bryant segment" in § 93.55(e), when the Bryant control tower is not in operation.

[Doc. No. 12425, 39 FR 32551, Sept. 9, 1974, as amended by Amdt. 93–51, 51 FR 18312, May 19, 1986]

§ 93.55 Subdivision of area.

The Anchorage Airport traffic area is subdivided as follows:

(a) *International segment.* That area lying within a line beginning at the International Airport control tower extending northwesterly on a direct line toward the substation to the airport traffic area boundary; thence counterclockwise along the airport traffic area boundary to its intersection with International Airport Road; thence westerly along International Airport Road to the point of beginning.